

COTTAM & Co.  
S.S. "Formosa"  
ANDERSON'S  
WATERPROOF CLOAKS,  
CHRISTY'S TWEED CAPS,  
COLLARS  
(ALL SIZES AND SHAPES),  
TRAVELLING TRUNKS,  
Etc., Etc., Etc.

# The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 424

日三十月七年二十二緒光

FRIDAY, AUGUST 21, 1896.

五拜禮

號一廿月八年港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORIZED CAPITAL ..... £1,500,000  
SUBSCRIBED ..... £1,185,000  
PAID-UP ..... £585,500

BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT  
ACCOUNTS at the Rate of 2 per cent.  
per annum on the Daily Balance.

ON FIXED DEPOSITS:—  
For 12 Months ..... 4 per cent.  
" 6 " ..... 3 " "  
" 3 " ..... 2 " "

J. W. R. TAYLOR,  
Manager, Hongkong.  
Hongkong, 7th July, 1896. [8]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorized Capital ..... £1,000,000  
Subscribed Capital ..... £500,000

HEAD OFFICE—HONGKONG.

Court of Directors:—  
D. Gillies, Esq.,  
H. Stokert, Esq.,  
Chan Kit Shan, Esq.,  
Chief Manager,  
GEO. W. F. FLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.  
Hongkong, 23rd October, 1895. [7]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE FUND ..... £300,000  
RESERVE FUND ..... £300,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent.  
per annum on the Daily Balances.

On Fixed Deposits for 12 months ..... 4 per cent.  
" 6 " ..... 3 " "  
" 3 " ..... 2 " "

T. H. WHITEHEAD,  
Manager, Hongkong.  
Hongkong, 16th September, 1895. [13]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... £10,000,000  
RESERVE FUND ..... £5,000,000  
RESERVE FUND ..... £5,000,000

COURT OF DIRECTORS:—  
A. McCONACHIE, Esq.—Chairman.  
St. C. MICHAELSEN, Esq.—Deputy Chairman.  
Hon. J. J. Bell-Irving, Esq.,  
G. B. Dore, Esq.,  
M. D. Eschke, Esq.,  
R. M. Gray, Esq.,  
N. A. Sleib, Esq.,  
Chief Manager:  
Hongkong—T. JACKSON, Esq.,  
Shanghai—J. P. WADE GARDNER, Esq.,  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of 2 per Cent.  
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per Cent. per annum.  
For 6 months, 3 1/2 per Cent. per annum.  
For 12 months, 4 per Cent. per annum.

T. JACKSON,  
Chief Manager.  
Hongkong, 15th August, 1895. [31]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER  
CENT. per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, 1st August, 1895. [32]

Notice of Firms.

NOTICE.  
WE have this Day OPENED a BRANCH  
of FIRM in YOKOHAMA for  
Business in RAW and WASTE SILK, &c.,  
and have Authorized Mr. H. BENT to Sign  
per Procuration.

HERBERT DENT & Co.,  
Canton, 15th August, 1895. [1294]

NOTICE.  
I HAVE this Day commenced Business as a  
GENERAL COMMISSION AGENT.  
W. SHEWAN.  
Hongkong, 20th July, 1895. [1149]

## Insurances.

THE  
STANDARD LIFE ASSURANCE  
COMPANY

has a long record of GOOD SERVICES to  
refer to; its FUNDS, annually increasing,  
amount to £8,086,402 Sig. The premiums are  
moderate; and all modern features consistent  
with safety have been adopted.

For Particulars and Rates,  
Apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 2nd March, 1895. [464]

THE COMMERCIAL UNION ASSURANCE  
COMPANY, LIMITED.

TYPHOON INSURANCE.

THE above COMPANY are prepared to  
ACCEPT RISKS ON BUILDINGS against  
LOSS or DAMAGE by TYPHOONS at  
Moderate Rates.

For Particulars apply to  
WM. MACBEAN,  
Local Manager,  
HONGKONG BRANCH,  
No. 2, Duddell Street.  
Hongkong, 8th June, 1895. [941]

EMPRESS ASSURANCE CORPORATION,  
LIMITED.

FIRE AND MARINE.

WE have this Day been appointed  
AGENTS, and are prepared to accept  
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.  
Hongkong, 28th April, 1895. [742]

THE MANCHESTER FIRE ASSURANCE  
COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL ..... £2,000,000  
TOTAL FUNDS AND SECURITIES ..... £2,480,553  
NET ANNUAL FIRE PREMIUM ..... £754,785

HAVING been appointed AGENTS of the  
above Company we are prepared to  
accept EUROPEAN and CHINESE RISKS  
at CURRENT RATES.

HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 2nd January, 1895. [910]

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th May, 1895. [34]

GENERAL NOTICE.

THE ON TAI ASSURANCE COMPANY,  
(LIMITED).

CAPITAL, TAIELS 600,000 ..... \$333,333.33  
EQUAL TO  
RESERVE FUND ..... \$318,000.00

BOARD OF DIRECTORS.  
LEE SING, Esq., LO YUE MOON, Esq.,  
LOU TAO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken  
at CURRENT RATES to all parts of the  
World.

HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 17th December, 1894. [141]

NOTICE.

THE MAN ON INSURANCE COMPANY,  
LIMITED.

CAPITAL SUBSCRIBED ..... \$1,000,000

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

CHAU TSEUNG FAT,  
Secretary.  
HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 25th May, 1894. [247]

For Sale.

FOR SALE.

ONE-THIRD INTEREST IN THE EAST  
POINT DAIRY FARM COMPANY.

For Particulars, apply to  
A. RUMJAHN,  
Manager.  
Hongkong, 15th August, 1895. [1295]

## Intimations.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

LONDON ..... Dornier ..... E. P. Bishop ..... 10 A.M., 22nd Aug. Freight or Passage.

SHANGHAI ..... Katsur & Hied. C. L. Daniel ..... 10 A.M., 22nd Aug. Freight or Passage.

JAPAN, &c. .... Canton ..... A. G. Cobitt, R.N.R. .... About 25th Aug. (Freight or Passage, (Passing through the Inland Sea.)

LONDON, &c. .... Ravenna ..... E. Street ..... Noon, 27th Aug. (See Special Advertisement.)

JAPAN ..... Ancona ..... W. D. Muddle ..... Noon, 28th Aug. (Freight or Passage, (Passing through the Inland Sea.)

LONDON ..... Formosa ..... R. A. Peters ..... About 2nd Sept. Freight or Passage.

For Further Particulars, apply to  
H. A. RITCHIE, Superintendent.  
Hongkong, 21st August, 1895. [431]

## MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. TELEPHONE, No. 39.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to  
THE MANAGER,  
MOUNT AUSTIN HOTEL.  
Hongkong, 27th July, 1895. [128]

## THE CLUB HOTEL HOTEL METROPOLE.

1, BUND, YOKOHAMA. 1, TSUJIKI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of missing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [160]

## THE "BUGLE" BRAND. BASS PALE ALE, GUINNESS' EXTRA STOUT.

BOTTLED BY  
M. B. FOSTER & SONS, LTD.  
The Largest Shippers of BASS PALE ALE in the World.

L. C. & Co. are now introducing to this Market two brands of first class Whisky, which they advise all connoisseurs to try.

THE N. B. WHISKY.  
This is a Splendid Blend, mellow and smooth,  
10 YEARS OLD. Price per Dozen, \$12.

THE "DEW OF BEN NEVIS"  
from the Famous Distillery at Fort William,  
5 YEARS IN WOOD—Price per Dozen, \$14.

LANE, CRAWFORD & CO.  
Hongkong, 27th August, 1895. [273]

## Intimations.

BELL'S ASBESTOS EASTERN  
AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

THE ONLY GOLD MEDAL AWARDED TO THE ASBESTOS TRADE WAS OBTAINED  
BY BELL'S ASBESTOS CO.

THE HIGHEST GRADE PACKINGS AND JOINTINGS KEPT IN STOCK.

ENGINE AND CYLINDER OILS ABSOLUTELY UNBEATABLE  
IN QUALITY AND PRICE.

ASBESTOS IN EVERY FORM FOR FILTERS, CHEMICAL PUMPS, &c.

W. JACKSON,  
Manager.

UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,  
FOR THE  
UNITED ASBESTOS COMPANY, LIMITED, LONDON,  
PIONEERS OF THE ASBESTOS TRADE.

Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign  
Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF  
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.  
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty  
for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,  
Manholes and Muckhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-  
boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.  
IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.  
SUPERINTENDENT: THOS. SKINNER.

DODWELL, CARLILL & Co.,  
General Agents.

MANZANILLA  
A LIGHT DRY SHERRY

EXCELLENT QUALITY.

Per 1 dozen Bottles, \$9.00

A large stock of SHERRIES on hand at from

\$7.00 to \$30.00 per Dozen.

GANDE PRICE & CO.,  
WINE AND SPIRIT MERCHANTS,  
No. 19, QUEEN'S ROAD CENTRAL.  
Hongkong, 14th August, 1895. [430]

W. POWELL & CO.

EX S.S. "GLENFRUIN"

SOME PARTICULARLY PRETTY SPECIALITIES IN  
LADIES MILLINERY

AND  
DRESS GOODS.

ILLUSTRATED LISTS FREE BY POST.  
W. POWELL & CO.  
Hongkong, 23rd July, 1895. [1094]

EXPLOSION IMPOSSIBLE.

IASTRAM'S PATENT

GOLDEN MEDAL

PETROLEUM ENGINES

OF 2 TO 12 H.P.

FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with 4 H.P.

Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG.

SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

THE STORY OF NATIONS SERIES, Stamboul, by Beaumont ..... 1.50  
Joseph Chamberlain, by J. J. ..... 1.50  
Bohemia, by C. E. Maurice ..... 1.50  
Japan, by Murray ..... 1.50  
West Indies, by Rodway ..... 1.50  
Australian Commonwealth, by Tregear ..... 1.50  
Moor in Spain, by Lane-Poole ..... 1.50  
The German Empire, by Harnack ..... 1.75  
Dendonald, by Forster ..... 1.75  
Pope Leo XIII, by Justin McCarthy ..... 1.75  
Dobson's Law of Storms ..... 1.00

FOR SALE.

G. H. MUMM & Co's CHAMPAGNE.

In cases of a fine champagne ..... \$35 per case.

SHAW & Co.,  
Agents.  
Hongkong, 25th June, 1895. [302]

## Notice of Firms.

NOTICE.  
WE have this Day OPENED a BRANCH  
of FIRM in YOKOHAMA for  
Business in RAW and WASTE SILK, &c.,  
and have Authorized Mr. H. BENT to Sign  
per Procuration.

HERBERT DENT & Co.,  
Canton, 15th August, 1895. [1294]

NOTICE.  
I HAVE this Day commenced Business as a  
GENERAL COMMISSION AGENT.  
W. SHEWAN.  
Hongkong, 20th July, 1895. [1149]

## Intimations.

THE PHARMACY.

TANSAN, TANSAN, TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE  
than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH OF CHINA—  
FLETCHER & CO.  
and  
CARMICHAEL & CO.  
605)

JUST RECEIVED ANOTHER CONSIGNMENT

FRESH DAIRY BUTTER.

WHOLESALE AND RETAIL.

The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India. This BUTTER  
is guaranteed PURE and of THE FINEST QUALITY.

In 2lb, 5lb, and 10lb TINS. RETAIL PRICE—\$4.50, 60c, and 80c.

THE HONGKONG BUTCHERY,  
CENTRAL MARKET.

Hongkong, 1st July, 1895.

J. TATAM,  
PROPRIETOR.



## "EXTRA SPECIAL FINEST LIQUEUR."

A fine Malt Whisky thoroughly matured, has the largest

sale and is the most popular brand of

Scotch Whisky in the Far East.

CALBECK, MACGREGOR & Co.,  
WINE AND SPIRIT MERCHANTS.

11, Queen's Road,  
Hongkong, 15th August, 1895.



# Today's Advertisements.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"NAMO,"  
Captain Hall, will be despatched for the above ports on SUNDAY, the 23rd instant, at daylight.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers,  
Hongkong, 21st August, 1896. [1316]

FOR SHANGHAI.

THE Steamship  
"LYEEMOON,"  
Captain G. Heusermann, will be despatched for the above port on MONDAY, the 24th instant, at 4 P.M.

For Freight or Passage, apply to  
SIEMSEN & Co.,  
General Managers,  
Hongkong, 21st August, 1896. [1317]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).  
THE Company's Steamship  
"KWONGSANG,"  
Captain Stiller, will be despatched as above on MONDAY, the 24th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers,  
Hongkong, 21st August, 1896. [1320]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"CATHERINE APCAR,"  
Captain J. G. Offert, will be despatched for the above ports on TUESDAY, the 25th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents,  
Hongkong, 21st August, 1896. [1322]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship  
"TAIWAN,"  
R. Nelson, Commander, will be despatched on SATURDAY, the 29th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 21st August, 1896. [1318]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"KAISAR-I-HIND,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo—  
From London, &c., 25 S.S. Oceana.  
From Persian Gulf, 25 B. I. S. N. Co. and Bombay Persian S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 28th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognized.

H. A. RITCHIE,  
Superintendent,  
Hongkong, 21st August, 1896. [1321]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.  
STEAMSHIP "BRAEMAR,"  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,  
Agents,  
Hongkong, 21st August, 1896. [14]

TO LET.

DWELLING HOUSES—  
HOUSES IN RIFON TERRACE,  
TOP FLOOR OF No. 1, BLUE BUILDINGS.

No. 2, MAGDALENE TERRACE—  
MAGAZINE GAP.  
"TULLA BURG" (BUNGALOW)—  
MAGAZINE GAP.

GODOWNS IN BLUE BUILDINGS.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, 21st August, 1896. [17]

## Intimations.

**DAKIN, CRUICKSHANK & COMPANY, LIMITED,**  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 31st May, 1896. [1327]

**A. S. WATSON & CO., LIMITED.**

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

OF

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

**A. S. WATSON & CO., LD.**

THE HONGKONG DISPENSARY.

Hongkong, 4th July, 1896. [16]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

Within the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests. It must be distinctly understood that the Editor does not in any way hold himself responsible for the opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this paper not later than Three o'clock on the day previous to the day of publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's name can be learnt on application.

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The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's name can be learnt on application.

## BIRTHS.

On the 13th instant, at Police Barrs, Singapore, the wife of W. N. M. Police Armourer, of a son.

On the 13th instant, at No. 10, Thomson Road, Singapore, the wife of D. PARKY DAVIES, of a son.

At 47, Rue Monteban, Shanghai, on the 15th instant, the wife of J. GAILLARD, of a daughter.

On 15th instant, at 61 Broadway, Shanghai, the wife of A. ALLAN, of a son.

At Clarence House, Shanghai, on the 15th instant, the wife of JOHN NIXON, of a daughter.

At Shanghai, on the 15th instant, the wife of Captain E. O. LINDSTROM, of a son.

## MARRIAGE.

On the 12th instant, at the Cathedral of the Holy Trinity, Shanghai, MARIA PHILIPPA MULLEN, youngest daughter of A. Botella, of Macao, to J. E. S. MACARTHUR, second son of Capt. J. MacArthur, of Melbourne, Victoria.

## DEATH.

At Wuhu, on the 14th instant, GRAHAM ROME, of the I.M. Customs, aged 40 years.

THE HONGKONG TELEGRAPH

HONGKONG, FRIDAY, AUGUST 21, 1896.

REUTERS'S MESSAGES.

THE RUSSIAN PRESS AND THE CRETAN DIFFICULTY.

LONDON, August 19th.  
The Russian Press unanimously accuses Great Britain of fomenting the trouble in Crete, to divert the attention of Europe.

THE FALL IN SILVER.

The fall in the value of silver is ascribed to American dealers unloading heavy stocks because they have abandoned all hope of Mr. Bryan's success at the Presidential Election.

LOCAL AND GENERAL.

NO CASES OF PLAQUE TO-DAY.

THREE cases of cholera at Singapore on the 14th instant.

H.M.S. *Radiant* leaves to-morrow for a short cruise and target practice at the back of the island.

This case in the Summary Court yesterday against the Sanitary Board was adjourned until to-morrow at 10.15 a.m.

Her Majesty's ships *Plym* and *Rattler* are now on their way to Hongkong, from Hakodate and Singapore respectively.

A Children's service will be held at the Peak Church next Sunday (23rd inst.) at 5 p.m. Hymns—329, 183, 333 and 337.

THE *Yulu* Relief Fund started in Nagasaki, we are glad to learn, looking up. A few days ago about \$300 had been sent in to the German Consul, the Hon. Treasurer.

"JOLLY OLD OPPORTUNIST" and "Good Old Opportunist" are the very latest titles conferred on Li Hung-chang. The Singapore *Free Press* is the gracious donor and it extracts nothing in return—not even a five-eyed peacock's feather or the Order of Double-headed, five-borne and ten-tailed dragon.

THE Municipal Engineer, Singapore, very sensibly condemns the reclamation of swamps in and about the town with decaying refuse, and urges the Commissioners to provide channels enough to burn up all the town refuse.—That's just what we want here—but, unfortunately, the Hon. "Blasius" says we can't afford to buy nunkin!

THE Colonial Secretary, Straits Settlements, has issued an order that, in future, no head of a Government Department may leave Municipal limits without the Colonial Secretary's permission.—Um-m! Wonder if there are any gambling "hells" in the Straits as attractive and seductive as our very own pretty little Monte Carlo over the way?

OF all the anti-fouling compositions in existence Rahn's is unquestionably the best. There is an old and very true saying that "the proof of the pudding is in the eating" and it appears beyond question that Rahn's mixture has been well tried and in no way found wanting, as a huge bundle of certificates and long lists of Her Majesty's ships (including the *Maya*, *Revolution*, *Blenheim* and *Handy*) and merchant vessels which have been painted with this composition fully attest. Messrs Blackhead & Co. are the local agents for the sale of Rahn's composition.

A CUSTOM DATING FROM THE FLAQUE.  
In accordance with annual custom, the wheeled ship *Fairplay*, drawn by four horses, started from Mile End on the morning of July 3rd for Chigwell. In 1666 the boatmen of Ware and Hertford, for their courage in bringing supplies into plague-stricken London, were granted by Charles II. a charter, permitting them for all time to navigate the Thames without a waterman's licence, and the boat starts on the 15th, Friday in July in commemoration of the event. The start was witnessed by thousands of persons.

THE Russian Loan which was covered twenty-five times over in Paris the other day is referred to by the writer of the financial article in *Replay* of the 22nd July, thus:—The affair in question involves a loan of 5 per cent. Gold Loan for the substantial sum of £40,000,000 (400 million francs), and the price to the public will be about 93. As usual, French capitalists have been given the preference in the business by the Russian Government, and very little doubt is felt that the operation will be a great success if for no other reason than that Berlin has entered the field as a strong competitor for the favour of the Moscow Minister of Finance. The business is important from the point of view of Lombard-street, because it is highly probable that Continental balances which have found employment here will be withdrawn on a considerable scale, in preparation for the issue.

MEMORANDA.

TO-MORROW, 22nd August.  
4.30 p.m.—Gymkhana meeting at Happy Valley.  
5.30 p.m.—Meeting of Zealand Lodge.

The new Johore post stamps are to be issued on the 26th inst. They bear the portrait of the new Sultan, and are said to be very pretty.

The Naval Court held at Sarawak on the 10th inst. to inquire into the circumstances connected with the wreck of the Straits-owned steamer *Rajah Brooke* exonerated Captain Joyce and his officers, and returned them their certificates.

An Irishman, struggling to get on a pair of new boots, exclaimed:—"I shall never get 'em on at all till I wear 'em a day or two."—*Melbourne Weekly Times*.

A QUEEN'S BIRTHDAY INCIDENT.—(Her "Ladyship" was receiving the congratulations of a domestic.) "Oh, mum! I'm so glad you're a real lady now." "Well, Maria, I hope I have always been in 'real lady' now." "Well, yes, mum, but nobody could ever call you 'lady' before."—*Sydney Bulletin*.

In the Supreme Court at Singapore, on the 14th inst., Kaveenah Mahomed Eusep Marican, a *dubash*, sued Lt.-Commander Cotsworth, of H.M.S. *Rattler*, for \$75, for goods supplied to the men on board his ship. The plaintiff stated that the men had signed for the goods when received in their own name, and after the ship left for Bangkok in 1894 he wrote to Commander Cotsworth asking for his money. It came out in evidence that the letter was handed to Lieut. Rook, the money collected by Sergeant Copeland, and a draft on the Hongkong and Shanghai Bank posted to the plaintiff. This the plaintiff swore he never received, and he sued Commander Cotsworth for the money. Plaintiff was, of course, nonsuited, the Chief Justice informing the man that defendant was not personally liable for the price of goods sold to the men on board the *Rattler*, and that his proper remedy was to find out the man who had fraudulently obtained payment of the draft and sue him. The action was dismissed with costs.—*Free Press*.

COMMEMORATION OF TRAFALGAR DAY.

THE NAVY LEAGUE.  
13, Victoria Street,  
London, S.W., 24th July, 1896.

To THE EDITOR OF THE "HONGKONG TELEGRAPH."  
Dear Sir,—I enclose herewith a letter which is being sent to all the principal papers in the Empire, and trust you may see your way to inserting it, and supporting the spirit of its appeal both locally and generally.

Yours faithfully,  
A. M. WILSON,  
Secretary.

(Enclosure.)  
July 20th, 1896.

Sir,—Over ninety years have elapsed since Nelson's victory at Trafalgar definitely assured to us maritime supremacy and commercial prosperity. Only ninety possessions were then preserved and enlarged, and the world built up that vast Empire which is to-day completed in Great and Greater Britain. No such momentous issue as rested on the skill and courage of Nelson and those who fought under him on October 21st, 1805, had occurred in the history of this country since the Great Armada of Spain was similarly dispersed, over two hundred years previously.

For ten years we had been struggling against a powerful combination directed by the marvellous genius and energy of Napoleon. The strain on our nation had been intense, and the privation to all classes was great, but the great victory brought relief and left us a Commander of the Sea which has not since been disputed.

Yet until last year the anniversary of this glorious day has been suffered practically to pass unnoticed. Surely this is a national disgrace which should be removed. The Navy League proposes that throughout the Empire on October 21st, the day shall be commemorated by decorating all statues of the great Admiral and in other ways. To do this in a manner worthy of the occasion money is required, and everyone sympathizing with the object is invited to send donations to the Secretary, The Navy League, 13, Victoria Street, S.W.

I am, Sir,  
Your obedient servant,  
LI HUNG-CHANG.

Singapore, August 15th.

For these interesting notes we are indebted to the courtesy of Mr. Grigor Taylor, the General Manager of the E. & A. C. T. Co.

"Yesterday morning (14th), just before his departure from England, his Excellency Li Hung-chang and suite visited Greenwich, and viewed the places of interest there, was shown over the large Cable Factory of the Telegraph Construction and Maintenance Company, and subsequently entertained by that and the leading Cable Companies and the Telegraph officials. By special arrangement the Navy League were led into the Cable Factory, and Li Hung-chang placed in immediate communication with Shanghai, Tientsin and Hongkong, with the manager of the China Merchants' Co. and other officials of Northern China. Several messages passed and repassed; questions were asked and replies given, and the arrangements for Li Hung-chang's return discussed and settled. He is to cross the Pacific by the steamer *Empress of China* and to be met at Yokohama by a steamer of the China Merchants' fleet to bring the party on to Tientsin.

"Li Hung-chang also exchanged messages with several British officials, between China and England, including His Excellency Sir Charles Mitchell.

"These telegraphic conversations occupied about 25 minutes, and took place about 11 a.m. Greenwich time, or 5 p.m. Singapore time."—*Free Press*.

CHINESE IMPORT DUTIES.

At a meeting of the Manchester Chamber of Commerce on the 22nd July a communication from the Hongkong Chamber, dated May 16th, pointing out that one of the objects of the visit of Li Hung-chang to Europe is to obtain the consent of the Powers having commercial treaties with China to an increase of import duties, was laid before the Board. The Hongkong Chamber recognized that, under certain conditions, some increase of the duties might not unreasonably be entertained. Effective guarantees should, however, be secured for the complete removal of all internal local taxes or transit dues. The Hongkong Chamber further expressed much anxiety with regard to the proposed alteration of the tariff, and the earnest hope that, before any definite steps are taken in that direction, opportunity will be afforded to all Chambers of Commerce interested in the question to communicate their views upon it to the Foreign Office.

It was resolved that a letter should be addressed to the Foreign Office, inquiring whether any proposals on this subject have been received from the Chinese Government, and suggesting the advantages of consultation with the commercial bodies especially concerned with the matter before any alteration of the tariff is adopted.—*London & Co. Express*.

## NEWS BY THE ENGLISH MAIL.

LONDON, July 24th.

Dr. James Cantlie (late of Hongkong) has been elected a Fellow of the Colonial Institute.

The centenary of the death of Robert Burns has been celebrated at Dumfries in the presence of a gathering of at least 50,000 people.

The heat continues very great all over England. The shade temperature has been over 80 deg. in most of the inland districts. In London the maximum reading has been as high as 87 deg.

With regard to the Geyman-Spanish Customs war an arrangement has been arrived at during the week, but not until enormous damage had been done to both nations.

On Sept. 21st Queen Victoria will have reigned longer than any other British Sovereign. Notice of motion was yesterday given in the Court of Common Council providing for the presentation to Her Majesty of a dutiful address of congratulation from the metropolis of the Empire, while the subject is also being discussed in the newspapers.

The well-known steamer *Critch*, which in the North Sea ran down the steamer *Elba*, has been sold at Rotterdam for £1,100, and bought on behalf of a London broker.

The race for the Wingfield Sculls was rowed from Putney to Mortlake on 17th inst. After a fine contest, the Hon. Rupert Guinness beat Vivian Nicholas.

The Lord Mayor presided at a meeting, which was held at the Mansion House on 21st inst. for the purpose of inaugurating a fund towards the relief of the sufferers from the recent earthquake and tidal wave in Japan.

A meeting of the General Committee formed for the purpose of taking steps to raise a memorial to the late Sir Augustus Harris was held on 21st inst. at the Royal Opera House, when a resolution was passed pledging the Committee to do all in its power to raise further subscriptions in aid thereof. The memorial is to take the form of a monument over Sir Augustus Harris's grave in Brompton Cemetery, a bust to be placed in the rotunda of Drury Lane Theatre, and the foundation of a memorial in connection with certain musical and dramatic charities. An Executive Committee was appointed.

Dr. Thomas Cochran has been appointed to the Mongolia Mission at Chao-yan.

A Daikei Shanghai wire to the London dailies reads:—A telegram from Peking states that the agreement between Russia and China, under which the latter Power permits the extension of the Siberian Railway through Manchuria to the Liaoning coast, and concedes other extensive privileges, has been signed at St. Petersburg.

Through the courtesy of the Japanese Government the value equipment at present in use in their army was shown to members in the theatre of the Royal United Service Institution between noon and 3 p.m. on Thursday, July 23rd.

It is stated that MM. Komarov and Abner, former members of the Russian Geographical Society, and the latter an Associate of the Institute of Mining Engineers, have started on an official tour of survey through Manchuria.

A student of Doudart de Lagrée, the explorer of Indo-China, and the Mekong a quarter of a century ago, will be unveiled at Grenoble on Aug. 15th.

Lord Charles Beresford delivered an address to the Liverpool Chamber of Commerce on 20th inst. on "The Manning of the Navy," and reiterated the statements he had made on previous occasions on the position of the Navy. He advocated the formation of an efficient Naval Reserve



vote of thanks, which was conveyed to Sir G. Stokes by Lord Kelvin.

We may here point out that the Victoria Institute practically consists of two classes, viz. the workers, and traders, those who approve of the work done, and desire to strengthen a Society for the purpose of such high objects, and all of these, clerical men especially, profit by the carefully and simply arranged results of the work done as published in the Institute's Journal.

### THE DECLINE AND FALL OF BRITISH INDUSTRIAL SUPREMACY.

(Continued from yesterday.)

When we turn to the foreign market we find Germany everywhere forging ahead of England, in most places, filling the gap. The following is a table which gives the average exports and imports of iron and steel of the two countries for the five years from 1890 to 1894.

Year.	Imports.	Exports.	Year.	Imports.	Exports.
'90	491,592	957,603	'93	315,574	27,636
'91	331,523	1,160,466	'94	306,506	289,023
'92	238,457	1,143,676	'95	201,270	1,865,738
'93	286,631	1,213,138	'94	276,524	1,897,758
'94	270,315	1,419,585	'95	287,604	1,735,757

In the manufacture which we have hitherto regarded as peculiarly our own Germany is cutting us out with a vengeance. — "Hardware, &c." exports from Germany in '93, '94, and '95. The figures are £3,795,200, £3,750,100, and £3,704,100. The slight decrease in value is caused by falling prices; the tables of quantities showing an increase. England's exports of hardware and cutlery for those years were worth £1,104,716, £1,046,606, and £1,313,481—a very much more serious business! In '82 we exported hardware and cutlery to the value of £4,107,125; since then there has been an almost steady decline till in '95 the total reached £1,856,532.

The same result appears when we take different countries. Russia, which in 1893 took 78,000 tons of German iron and 59,000 tons of English, in 1895 took 158,000 tons from Germany and only 10,000 tons from England. Italy, in 1892, took 10,000 tons from Germany and 16,000 tons from England; in 1895 bought 39,000 tons from Germany and 144,000 tons from England. When we come down to details it is the same story. In 1884 we sold 4,000,000 cattle of nails to Japan, while ten years later we only sold 3,000,000; whereas formerly the Germans only supplied 3,000,000, they are now supplying 19,000,000.

We once monopolized the hardware trade of Tunis; it is now a German monopoly. Our export of steam engines has fallen from £4,444,000 in 1890 to £2,797,000 in 1895. Germany exported only £1,800,000 worth of steam engines in 1890, but it had pulled up to £4,000,000 in 1895. In the Balkan peninsula Germany has cut England clean out. Serbia in 1893 only took £1,496 worth of English machinery out of a total import of £37,000. Bulgaria, in 1894, bought £9,480 worth of English tools, while her payments to Germany were £121,000. The same supplanting of British goods is even more conspicuous nearer home.

The *Freemason's* Special Commissioner to the Antwerp Exhibition of '94 reviewing the matter with an expert's eye, was especially struck with the falling off in Sheffield cutlery in the Belgian city. English firms, he wrote, now "send a dozen where they formerly shipped a gross." In shop windows where some forty years before he remembered "a fine assortment of all sorts of English tools and cutlery, a few ship-carpenter's axes and axes from Spear and Jackson and W. Greaves and Son are the remnants remaining." What wonder that his visit impressed him with the belief that the great reason for the Antwerp Exhibition was "the rapid decadence of England's industrial supremacy."

In ship-building Mr. Williams maintains that the foreign orders are falling off, the figures which he gives being a change from 183,000 tons for foreign trade in 1880 to 8,000 tons in 1893. TEXTILE GOODS. The author maintains that the outlook for Lancashire is as bad as it is for Cleveland. — In '81 England exported cotton-wool goods (white and plain) to the value of £7,169,517; in '95 her total was only £7,353,095. As far back as '72 her export of cotton-wool goods, printed, checked, &c., reached £23,560,494; last year it was only £10,424,028. She sent away £61,911 worth of stockings and socks in '82, and only £110,381 worth in '95. The prospect of her sewing-machine industry is of later date; yet in '91 it was worth £3,254,193, but in '95 no more than £3,163,161. To our own dominion of Canada she sent in '93 \$51,000 worth of cotton stockings alone. Nay, she exports to England herself; and while her cotton manufactures cost us £215,547 in '91, in '94 we bought them to the value of £465,001.

Yorkshire is fast as badly as Lancashire. — In the four years between '80 and '95 our exports to the States of woolen dress-goods have fallen from 40,602,356 square yards, valued at \$8,719,721, to 27,503,999 square yards, valued at \$4,538,097; while Germany's have risen from 3,524,879 square yards, valued at \$750,000, to 20,746,819 square yards, valued at \$4,466,688. Our proportion of the total trade was 56.5 per cent. in '80, and 28 per cent. in '95; Germany's was 43.5 per cent. in '80, and 72 per cent. in '95. Water is even in a worse case than Lancashire or Yorkshire. In 1884 we exported £2,992,000 of home-made linen yarn; in 1895 our export was only £295,000. Between 1890 and 1894 our import of German manufactured linen increased from £85,000 to £125,000. Our export of home-made linens in 1884 was valued at £8,173,000; in 1895 it had fallen to £4,083,000. In the late trade we have not to lament a positive decrease, but there is nothing like the increase which Germany can boast. Between 1885 and 1895 the German export of linen up from £10,000 to £17,000. Our export of fine yarns and manufactures stood at £2,176,000 in 1885; in 1895 it was worth £3,589,000. Our export of yarns to Germany has dropped from £60,000 to £8,000 in five years, while instead of sending £189,000 of manufactured goods we did in 1890, we only sent £17,000 in 1895. The import of fine linen from London fell between 1883 and 1893 from 17,000 to 10,000 tons, and at Dundee from 20,000 to 17,000 tons. On the other hand, Hamburg, which only imported 15,000 tons in 1883, imported in 1893 nearly 80,000 tons. In Italy and in Turkey, Germany has cut us out both in linen and in fute. In silk we are simply nowhere. In 1895 our export of silk and silk manufactures was only £1,730,000, while we imported £15,000,000 worth of silk. Germany exported silk in 1895 to the tune of £5,125,000.

THE LEBER TRADES. In 1895 our imports of foreign made toys came to nearly a million sterling. Our export of toys is still small. Germany values her export trade in toys at £305,000 a year. In glass, again, we are steadily importing more and more from Germany and Holland—for Holland is, in many cases, the port of export for Germany.

Exports of Glass from England.	In bottles, 1889	1895
Plate glass, 1875	320,000	320,000
1895	80,000	80,000
Flint glass, 1875	150,000	150,000
1895	150,000	150,000

On the other hand, the German export of glass and glassware has gone up from £1,000,000 in 1883 to £3,338,000 in 1895. We bought from Germany and Holland window glass to the value of £203,000 in 1895, and other glass manufactures to the tune of £892,000. In pottery our export dropped from £356,000 in 1885 to £1,170,000 in 1895. In Germany the export of porcelain has risen from £136,000 in 1885 to £38,000 in 1895. Exports in English cement have dropped from £1,283,000 in 1890 to £642,000 in 1895. The German export has grown from 346,000 tons in 1885 to 471,000 tons in 1895. This is a clear case in which we had nearly 300,000 tons start at the beginning, whereas now the Germans are leading us by 76,000 tons. Our import of glove leather from Germany was £706,000 in 1895, while we are only exporting to Germany £60,000. Of paper our export has fallen from £1,675,000 in 1890 to £1,229,000. We imported paper from abroad to the tune of £2,845,000 in 1895. In musical instruments Germany holds the field. Our export of musical instruments has dropped from £265,000 in 1885 to £159,000 in 1895. We imported in 1895 musical instruments to the value of £906,000, of which sum £361,000 went to Germany and £147,000 to Holland and Belgium. It is estimated that in 1890 the world "consumed" 200,000 pianos, and of these 77,000 were made in Germany. New Zealand, in 1893, imported 534; 44 of these came from Germany. In bookbinding, printing, and lithography, Germany beats us hands down.

Such are some of the facts which Mr. Williams presents to us in his "Made in Germany." Holes may be picked here and there, but on the whole he is about as correct as a calculator. He has not ignored the brighter aspects of the landscape, but, after all deductions are made, it cannot be denied that here we have a state of things that calls for the immediate and grave attention of every statesman and patriot in the country. Unless we can do something, and at once, to avert the threatened destruction of our trade, there is nothing before us but a catastrophe from which the imagination shrinks appalled.

In our next issue we shall pass on to Mr. Williams's "Secrets of our defeat."

### LEGAL INTELLIGENCE.

#### SUPREME COURT.

##### IN BANKRUPTCY.

(Before His Lordship Dr. T. W. Carrington, C.M.G., Chief Justice.)

August 20th.

A FRAUDULENT BANKRUPT SENT TO PRISON. — Per Chan Yat Shun alias Tak Wo Tong, of Yaukong, junk owner, debtor *ex parte* See To Nam, a creditor.

His Lordship gave the following judgment:—In this case a receiving order was made against the debtor, carrying on business as a junk owner, on the 4th October, 1895; and the Official Receiver was appointed receiver of his estate. The public examination was held on the 21st, 25th, and 28th days of November, 1895, and the debtor was adjudged bankrupt on the 27th January, 1896. The Official Receiver was appointed trustee in the bankruptcy. The bankrupt, having applied to the Court within a reasonable time for his discharge, the trustee obtained an order, under section (2) of the Bankruptcy Ordinance, 1891, calling upon the bankrupt to come up for his discharge on a specified day. On that day the bankrupt, although duly served with notice of the order and of the day fixed for consideration of the matter referred to therein, did not appear. The Court is therefore fully empowered, under the above mentioned section, to deal in such manner as it thinks fit with the question of the discharge of the bankrupt. In order to determine this question it is necessary to have regard to the facts proved in reference to the conduct and course of dealing of the bankrupt while carrying on his business. From his statement of affairs filed on the 26th October, 1895, it appears that the assets of the estate were estimated at \$6,594.45 and his liabilities at \$31,725.50. In the report of the trustee, which was filed on the 22nd July, 1896, it stated that the assets realized only \$3,864.15, while the debts proved amounted to \$26,368.18. It is clear, therefore, that there was an enormous difference between the assets and the liabilities of the estate. On the days following the date of the bankruptcy was examined at considerable length as to his conduct, dealings, and property. In the course of his examination on the 25th November, 1895, he said:—"I owe \$31,000. I last borrowed money in the sixth month from Chan Tse-lem. I borrowed money when I could not pay it back. I lost the money on every voyage of sail."

For the last three years I have always lost money. The statement of affairs is true. It is all for borrowed money, except \$700. Speaking generally the remainder of the examination is of the same tenor. In his report the trustee finds as facts (a.) that the bankrupt continued to trade after knowing himself to be insolvent, and (b.) that the bankrupt contracted debts provable in bankruptcy without having, at the time of contracting the same, any reasonable or probable ground of expectation of being able to pay them. I am of opinion that these findings correctly set forth the facts of the case. The trustee further states that "he is of opinion that a dividend of 10 per cent. will not be payable on the debts proved." Now, in the statement of affairs of the bankrupt, he states as facts (a.) that the bankrupt continued to trade after knowing himself to be insolvent, and (b.) that the bankrupt contracted debts provable in bankruptcy without having, at the time of contracting the same, any reasonable or probable ground of expectation of being able to pay them. I am of opinion that these findings correctly set forth the facts of the case. The trustee further states that "he is of opinion that a dividend of 10 per cent. will not be payable on the debts proved." Now, in the statement of affairs of the bankrupt, he states as facts (a.) that the bankrupt continued to trade after knowing himself to be insolvent, and (b.) that the bankrupt contracted debts provable in bankruptcy without having, at the time of contracting the same, any reasonable or probable ground of expectation of being able to pay them. I am of opinion that these findings correctly set forth the facts of the case. 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Hongkong, 30th July, 1896.

[53]

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For further Particulars, Prices, or Estimates, apply to

C. HOLDSWORTH, EASTERN MICA WORKS, HONGKONG.

Hongkong, 10th August, 1896.

[10096]

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## Shipping.

## STEAMERS.



NIPPON YUSEN KAISHA: FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Chartered Steamship

## "KNIGHT OF ST. JOHN."

Captain A. H. Bille, will be despatched for the above Ports on FRIDAY, the 28th instant, at Daylight.

For Freight, apply to NIPPON YUSEN KAISHA, Hongkong, 12th August, 1896. [1277]

## "RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE AND HAMBURG.

THE Company's Steamship

## "ELLEN RICKMERS."

Captain Struck, will be despatched, as above on MONDAY, the 31st instant.

For Freight, apply to ARNHOLD, KARBURG &amp; Co., Hongkong, 10th August, 1896. [1278]

## Shipping.

## STEAMERS.

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the Inland Sea.)

THE Company's Steamship

## "HOHENZOLLERN."

Captain A. Harnasowits, will leave for the above Ports on or about TUESDAY, the 25th instant. For further Particulars, apply to MELCHERS &amp; Co., Hongkong, 20th August, 1896. [1303]

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

## "BAVERN."

Captain B. Blauke, has here with the outward German Mail about the 24th instant, will leave for the above place about 24 hours after arrival. For further Particulars, apply to MELCHERS &amp; Co., Hongkong, 20th August, 1896. [1304]

## Shipping.

## STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

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## THE Steamship

## "MENMUIR."

Captain Craig, will be despatched for the above Ports TO-MORROW, the 22nd instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents, Hongkong, 21st August, 1896. [1303]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

## THE Company's Steamship

## "AMARA."

Captain D. Smith, will be despatched as above TO-MORROW, the 22nd instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers, Hongkong, 21st August, 1896. [1274]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

## THE Steamship

## "GLAMORGANSHIRE."

Captain Vryen, will be despatched for the above Port TO-MORROW, the 22nd instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARILL &amp; Co., Agents, Hongkong, 21st August, 1896. [1303]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

## THE Company's Steamship

## "MYRMIDON."

Captain Gardner, will be despatched as above on MONDAY, the 25th instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, 23rd August, 1896. [1288]

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA.

## THE Steamship

## "MERIONETHSHIRE."

Davies, Commander, will be despatched for the above Ports on TUESDAY, the 25th instant, at Noon.

For Freight or Passage, apply to DODWELL, CARILL &amp; Co., Agents, Hongkong, 20th August, 1896. [1315]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

## THE Company's Steamship

## "ERITE."

Captain Daniel, will be despatched as above on TUESDAY, the 25th instant.

For Freight, apply to ARNHOLD, KARBURG &amp; Co., Agents, Hongkong, 12th August, 1896. [1250]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

## THE Steamship

## "GLENESK."

Captain Glegg, will be despatched as above on SATURDAY, the 29th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., Agents, Hongkong, 17th August, 1896. [1275]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

## THE Company's Steamship

## "DIOMED."

Captain Bartlett, will be despatched as above on TUESDAY, the 25th instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, 20th August, 1896. [1313]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

## THE Steamship

## "FLINTSHIRE."

Captain Dwyer, will be despatched for the above Ports on or about the 18th September.

For Freight or Passage, apply to DODWELL, CARILL &amp; Co., Agents, Hongkong, 20th August, 1896. [1233]

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS: (Subject to Alteration.)

S.S. "Germantia"..... To JAVA..... 1 Sept.

S.S. "Cassius"..... To JAVA..... 1 Oct.

S.S. "Germantia"..... To JAPAN..... 1 Aug.

S.S. "Cassius"..... To JAPAN..... 1 Sept.

S.S. "Federation"..... To JAPAN..... 1 Oct.

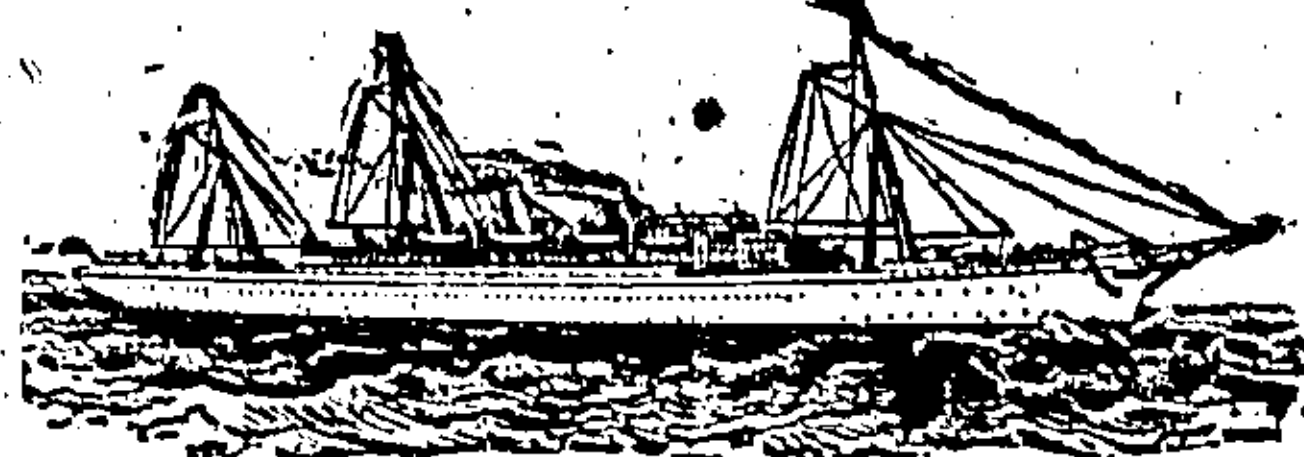
General Agents for China &amp; Japan: LAU, WEGNER &amp; Co.

Hongkong, 27th July, 1896. [130]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Triple Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA.....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 2nd September.  
EMPRESS OF JAPAN.....Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 30th September.  
EMPRESS OF CHINA.....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 28th October.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits; Good for 9 months, \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Paddy's Street, Hongkong, 12th August, 1896. [3]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)..... Tuesday, 25th August, at Noon.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)..... Saturday, 12th Sept., at Noon.

Capricorn (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)..... Wednesday, 30th Sept., at Noon.

THE Company's Steamship

"DORIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 25th August, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, 10th August, 1896. [2]

F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUPE'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIHLER'S PATENT MOTOR LAUNCHES, &amp;c., &amp;c., &amp;c.

Sole Agents for FERGUSON'S SPECIAL CREAM P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c., &amp;c., &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [14]

## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Braemar..... 1,601 | Tuesday... | Aug. 25.  
Tacoma..... 1,449 | Thursday... | Sept. 3.  
Victoria..... 1,167 | Monday... | Sept. 21.  
Olympia..... 1,608 | Friday... | Oct. 9.  
Braemar..... 1,601 | Tuesday... | Oct. 27.

THE Steamship

## "BRAEMAR."

Captain E. Porter, sailing at Noon, on TUESDAY, the 25th August, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARILL &amp; Co., General Agents, Hongkong, 21st August, 1896. [4]



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

## "RAVENNA."

Captain E. Street, sailing at 11 P.M. on TUESDAY, the 25th August, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Peninsular, leaving for Port on the 19th Sept. for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed via Bombay.

Parcels will be received at this Office until 2 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent, Hongkong, 13th August, 1896. [131]

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT: BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Bayern..... Tuesday... | 15th Sept.  
Prins Heinrich..... Tuesday... | 13th Oct.  
Prins Heinrich..... Tuesday... | 10th Nov.  
Sachsen..... Tuesday... | 8th Dec.  
Bayern..... Tuesday... | 5th Jan.  
Prins Heinrich..... Tuesday... | 2nd Feb.  
Prins Heinrich..... Tuesday... | 2nd March.

ON TUESDAY, the 15th day of September, 1896, at 9 A.M., the Company's Steamship "HAYERN," Captain B. Blauke, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 12th Sept. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 14th Sept. and Parcels will be received at the Agency's Office until Noon on MONDAY, the 14th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS &amp; Co., Agents, Hongkong, 18th August, 1896. [1301]

Printed and Published by CHESNEY DUNCAN at No. 5, Praya Street, in the City of Victoria, Hongkong.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS &amp; Co., Bank Buildings, Hongkong, 20th March, 1896. [17]